

The Daily Press.



PUBLISHED EVERY MORNING
(Except Monday.)

At the
DAILY PRESS BUILDING,
211 Twenty-fifth Street, by the
DAILY PRESS COMPANY.

C. E. Thacker, Editor and Publisher,
L. E. Pugh, Advertising Manager

The Daily Press is delivered by carriers anywhere in the city limits for 10 cents a week. Any irregularities in delivery should be immediately reported to the office of publication. Orders for delivery of the Daily Press to either residence or places of business may be made by postal card or telephone.

MAIL SUBSCRIPTIONS.
(Payable invariably in advance.)
One Month\$1.50
Three Months\$4.25
Six Months\$7.50
One Year\$13.00

TELEPHONE NUMBERS.
Editorial Rooms, Bell Phone No. 14
Business Office, Bell Phone No. 151

No employee of the Daily Press Company is authorized to contract any obligation in the name of the company, or to make purchases in the name of the same except upon order signed by the PUBLISHER OF THE DAILY PRESS.

Entered at the Newport News, Va., Postoffice as second-class matter.

FRIDAY, OCTOBER 18, 1907.

STANDARD OIL COMPANY CERTAINLY AN OCTOPUS.

When people read from day to day the testimony offered in the federal investigation of the Standard Oil Company, they no longer cease to wonder why the great corporation is held in such universal odium. Its conduct has done much to accentuate popular prejudice against all corporations, yet little condemnation of its acts is heard in the corporate world. It is a creature of the law, the oil trust has always had the greatest contempt for the law, and it has been frequently remarked that it employs the ablest lawyers for the sole purpose of teaching it how to violate and evade the law with impunity. It sneers at judgments of courts and pays no more attention to them than it does to a breeze blowing across one of its many refineries. The Washington Post, in an unusually able article reviewing the career of the corporation, says, among other things:

"The Standard Oil concern is said to have paid out a full billion in dividends in twenty-five years. The man who conceived it and gave it the touch of Midas has an income of \$21 every minute of the day and night. Aside from this, it has expended untold millions in bankrupting rivals. Whether blackmailing a great railroad system and forcing it to buy at monopoly prices lubricating oil, or levying an additional tax on the miserable crude of oil in the widow's cabin down in a malarial swamp or up on black hill, its methods are the same insatiable pursuit of gain.

"It had the secret of cheapness, and had it been endowed with the virtue of moderation, and practiced it with one half the pertinacity it has wrought its work of rapacity, every intelligent citizen would be its friend this good day, and it would have naught to fear of the law.

"Mr. Rockefeller says he is but a trustee. What chancery appointed him? Whence comes his commission? All right; let him present his accounts to Justice, that they may be surcharged."

It is to be hoped that the Washington Post will continue its work of giving the people a better and clearer view of some of the other trusts. There are others almost as insatiable and obnoxious as the Standard Oil. Take the steel trust for instance, with its tariff toll amounting to more than \$80,000,000 a year, and quite as ready to bankrupt independent concerns and squeeze the public as the Rockefeller combine ever was.

PROPOSED CHANGES IN THE NAVAL UNIFORM.

A board of naval officers is in session on board of the battleship Connecticut for the purpose of making recommendations concerning the uniform of the enlisted men. It is not understood that the board will take up the question of the official apparel of the commissioned personnel, but will confine its labors to seeking a more slightly and comfortable suit for the sailor. The question of the officers' uniform is a question more or less dangerous to handle, since any suggestion of it would lead to all sorts of suggestions from numerous sources. At the present time the conservative view is to let alone the officers' uniform, so far as it would impose any

expense upon them, and some time ago army officers came to the same conclusion. It was once the practice to make frequent and sometimes extensive changes in the uniform regulations of both the army and navy. This led to much discontent, and in these times when prices are high and there is a demand for increased pay, it is realized that it would be productive only of criticism to suggest that changes be made in the service uniform.

With the enlisted men, however, the conditions are different and there is no question but that there is a growing sentiment among the men themselves and the officers that there should be some change in the style of dress. The present uniform long ago outgrew the objects for which it was designed. It is burdensome on the ship and too conspicuous on shore. Rear Admiral Evans believes that the present dungaree jumper may be improved upon by the abandonment of the large collar for one more like that worn on the civilian coat. That is all right as far as it goes, but it does not go far enough.

President Andrews of Nebraska University used rather violent language about the newspapers of this country in an address in Washington, but he is a man that is not to be taken seriously. His inclination to be a parrot cost him his position of president of Brown University.

We look upon the proposed coming of the German fleet as an act of friendliness. Japan takes the sailing of our fleet to the Pacific as a menace. Just the difference between a nation with a swelled head and a chip on its shoulder all the time, and one that has not either.

It has turned out that the proposition to compel all naval officers to swim was made in jest. The joke is on the man who made it. The idea of having a naval officer learn to swim.

Mexico is solid for Root and Japan and China are clinched for Taft, but unfortunately for the two gentlemen in question none of the countries named has representatives in the Republican National convention.

The Swedes, who are determined to capture the cup, are probably moved by the spirit of their forefathers who captured many cups—and also much plate.

Wonder if Secretary Taft thought of Vice-President Fairbanks and the cocktail when he was presented with a punch bowl by the Filipinos.

If any toymaker attempts to make a canebreak bear he will have to put a very wise look on the face of the stuffed animal.

There was many a wistful sigh around courts in Europe when the telegraphic dispatches announced that Emperor Joseph was likely to recover.

Wall street probably wonders why the President does not go bull hunting instead of devoting all his time to bears.

When Commissioner Bingham caught the policeman "keeping on duty" he rubbed the nap the wrong way.

What wages would tempt you to take employment in a powder mill?

WITH THE PARAGRAPHERS

If we don't have war with Japan, we shall start a subscription to purchase for Congressman Hobson a punching bag.—Charleston News-Courier.

Detroit has nothing left of the tiger but his stripes.—Philadelphia Inquirer.

In line with the local-option wave, the battleship Kentucky has been ordered into dry dock.—Kansas City Times.

Hobson may bob up at any time and scare the nations which Taft as a Prince of Peace is soothing for us.—St. Louis Post-Dispatch.

Owing to the high prices of the necessities of life, many deserving persons are compelled to subsist on the luxuries.—Chicago Tribune.

By the time Secretary Root gets outside of the popular red hot dishes in Mexico he will be in need of another reason at Muldoon's.—San Francisco Call.

"Soul love" would not be objectionable if it could be put up in separate packages from ordinary love. It is the mixture that makes trouble.—Indianapolis Star.

Admiration for Kentucky whisky expressed by Dr. Wiley puts an end to the theory that the averages down there are what cause the feuds.—Washington Star.

It would have been more humane to give those "fat colonels" some preliminary exercise on rocking horses

or merry-go-rounds.—Florida Times-Union.

Wonder if the Czar suspects anybody of putting those rocks in the path of his vessel?—Buffalo Express.

The United States, which leads all others in this line, produced over 60,000 automobiles last year. There is no danger that the medical schools will turn out too many surgeons as long as this ratio continues.—Schenectady Gazette.

THE JAPANNING OF HAWAII.
Of all the curious spectacles presented by the migrations of races in nearly every quarter of the globe, none is more curious and baffling than the phenomena witnessed in those little islands of the Pacific, which in spite of Mrs. Dominis and Mr. Cleveland are today American territory.

When in 1898 Hawaiian islands were annexed to the United States, there was great rejoicing that an important step had been taken toward the enhancing of American prestige in the Pacific and the Orient. Today, after the lapse of only nine years, it is a serious question in the western states whether Hawaii, instead of being a stage in the progress of American commercial expansion, is not merely a halting place of Oriental labor and civilization on their way to overwhelm us.

Within these nine years Hawaii has become thoroughly Orientalized. About 75 per cent. of its population are Orientals, Japanese forming approximately 50 and Chinese 25 per cent. of the whole. The population being in a constantly mobile condition, with an uninterrupted migration back to the islands and to the states of the Pacific slope, and with a steadily flowing stream of Japanese into the islands, exact figures are lacking, but the fact is sufficiently established that fully half the inhabitants of Hawaii are Japanese.

For the most part the Asiatics are laborers on the great sugar plantations, which exported sugar in 1905 to the value of \$25,000,000.

The Japanese, however, do not content themselves with work on the plantations. They are in active competition with the whites in nearly every pursuit, so that the artisan, merchant, and even the professional man is finding it more and more difficult to succeed and to maintain his standard of living. The Japanese have come into occupations calling for the highest degree of technical knowledge and efficiency and have revolutionized many of the crafts. They are excellent carpenters, machinists, painters, plumbers, engineers. They have displaced white workmen, who have been obliged to return to the United States.

Nor can the white merchants compete with them. Alarmed at the prospect, mechanics and merchants have invoked every possible means to protect themselves against the aggressiveness of the Japanese, but in vain, for the well-being of the territory depends upon the prosperity of the sugar interests, and while the planters regret as much as any one the preponderance of the Japanese, they cannot permit the enactment of any measure which might antagonize the Orientals and drive them away.

Grave as are the results of Japanese competition in industrial and mercantile life, they are scarcely more expediting than the spirit which the little brown men, over whom we were so enthusiastic only two short years ago, are manifesting toward Americans. They feel their oats acutely. They whipped China. They whipped Russia. They possess Korea. And they have not forgotten the gold brick which was handed to them so artistically at Portsmouth.

Travelers returning from Hawaii tell many anecdotes illustrating the Japanese temper there, particularly among the servants in American households. When a woman in Honolulu expressed dissatisfaction with something her Japanese servant had done, he turned on her and remarked: "Today I work for you; tomorrow you work for me." That is an epitome of the Japanese dream—the conquest of America.

The Hawaiian Japanese are said to be even more intensely patriotic than those in Nippon. Their children attend until 2 o'clock the government schools, where instruction is given in English. From 2 until 6 they are in the Japanese schools. American missionaries have sought to evangelize the Japanese in Hawaii, but every Christian church on the islands has for a neighbor a temple of Buddha.

Thus is an American territory being Japanned. The process is accelerated by the peculiar economic conditions, Hawaii being almost wholly dependent upon a single industry, not only for its prosperity, but for the very subsistence of its population.

There is work to be done, and the Asiatics seem to be the only ones who can do it. But, instead of imbuing American ideals, or seeking American citizenship, they remain incorrigibly Oriental. And apparently they are in Hawaii to stay. For Hawaii is convenient to California.

In the course of his eloquent little speech to the Athenians on Mars hill, Paul remarked that God "hath made of one blood all nations of men for to dwell on all the face of the earth, and hath determined the bounds of their habitation." What are the bounds of the Oriental?—Boston Globe.

HOODWINKED THE SOUTH.
Some time ago Attorney General Bonaparte held that the States had the right to import immigrants; now he reverses himself and decides in the case of a Cuban whose passage was paid in Louisiana, that the States have no such right. On the former decision was made, it will be recalled, it was pretty generally understood that the administration had resorted to subterfuge or deception in order to win Southern votes in Congress for Mr. Roosevelt's new measure, the railway rate bill. Now the need of help from the South has passed, and with it the expediency of hoodwinking or jollying this section.—New Orleans State.

PROPER CLOTHES for MEN

Peyser Says

Top Coats & Fall Weight Suits

Are the Proper Caper.

Prices, Styles & Fabrics are Proper in His Offerings.

Fownes' English Gloves, Seasonable Underwear

Aids to your personal comfort.

2715 Washington Ave
Newport News, Va.

NEW DAYLIGHT LINE To Washington and Richmond

TO RICHMOND: "Queen Anne" will make regular trips between the above points, leaving Norfolk, Campbell's wharf, Ferry Dock, Tuesdays and Thursdays at 7:30 a. m. and Sundays at 12 m. Pine Beach Pier, Exposition Grounds 8:00 a. m. and Newport News 9:00 a. m. week days; Sundays 12:30 and 1:15 p. m. will leave Clyde Line Pier, Richmond, at 8 a. m. Mondays, Wednesdays and Fridays.

By this route the annoyance and delays of stopping at all river landings is avoided.

Regular meals or nice lunch service as may be desired.

Rates—Straight fare, \$1.25; Round Trip, good for 30 days, \$2.00. Special Round Trip Rates from Richmond on Wednesdays and Fridays, 3-day limit, \$1.50.

TO WASHINGTON: Steamer "Montauk"—Mondays, Wednesdays and Fridays.

Leave Norfolk, Campbell's Ferry Dock, 7:45 a. m.; Leave Exposition, Pine Beach Pier, 8:15 a. m.; Leave Old Point Comfort, 8:45 a. m. Arriving Washington, Riley's Wharf, 8:00 p. m.

Round Trip Good for 30 Days, \$2.50.

Straight Fare, \$1.50.

Through Fast Line. No tiresome stops at river landings. Regular meals or nice lunch service as may be desired.

For information, apply to RICHARD WALKER, City Ticket Agent, 3102 Washington Avenue, Newport News, Va. (Bell Phone 160).

ONLY RESTAURANT IN TOWN THAT SERVES CHOP SUEY AND YOKOMA.

Any person wanting nice Chinese or American meal go to New York Restaurant, 2409 Warwick Avenue, 8:30-3mos.

Merchants & Minors Trans. Co STEAMSHIP LINES.

Passenger and Freight.
Newport News to Baltimore.
Every Mon., Thurs., Fri., Sat., and Sun., 6 p. m.

Fare \$3.00 one way, \$5.00 Round Trip, including Stateroom Berth.

Tickets to all points.

Norfolk to Boston.

Every Sun., Tues., Wed. and Fri., 6 o'clock p. m.

Norfolk to Providence.

Every Mon., Thurs., and Sat., 6 p. m.

For tickets and further information, apply to

D. R. McNEILL, A.

Norfolk Ferry Schedule.

"IVY AVENUE AND PINE BEACH ROUTE"

"Endeavor" Steamers: "Annie L. Vansciver"

Port News	Lv.	Ivy Lv.	N
	Ave.	Pier	
6:15	8:30	6:30	3:45
7:30	4:15	7:45	4:30
8:45	5:00	9:00	5:15
9:30	5:45	9:45	6:00
10:15	6:30	10:30	6:45
11:00	7:15	11:15	7:30
11:45	8:00	12:00	8:15
12:30	8:45	12:45	9:00
1:15	9:30	1:30	9:45
2:00	10:30	2:15	10:45
2:45	11:45	3:00	12:00

Tidewater Loan and Trust Co.

First National Bank Building

NOTE BROKERS

Emergency Loans a Specialty.

Reasonable Charges and No Delay.

M. J. SOLIMON
Manager

TRANSPORTATION GUIDE.

Chesapeake & Ohio Ry.

Fast Trains to Richmond.
Leave Newport News 10:05 a. m., 11:55 a. m., 5:25 p. m., 8:30 p. m.

Local Trains to Richmond.
7:30 a. m., 5:40 p. m.

Through Trains to the West.
11:55 a. m., 8:30 p. m.

Trains arrive Newport News, 7:35 a. m., 9:20 a. m., 10:35 a. m., 5:35 p. m., 6:00 p. m., 7:20 p. m.

Steamer Service for Norfolk.

Leave Newport News 7:40 a. m., 10:40 a. m., 5:40 p. m., 6:05 p. m.

Ferry Service to Pine Beach Pier.
Leave Newport News 7:40 a. m., 10:40 a. m., 6:05 p. m. Leave Pine Beach pier, 9:15 a. m., 11:15 a. m., 4:40 p. m., 7:40 p. m.

Norfolk & Washington Steamboat Co.

The new and powerful Iron Palace steamers, Newport News, Washington and Norfolk will leave daily as follows:

NORTHBOUND.

Leave Portsmouth, foot of North street, 6:00 p. m.

Leave Norfolk, foot of Washington street, 6:00 p. m.

Leave Old Point Comfort, 7:00 p. m.

Arrive in Washington, 7:00 a. m.

Arrive in Philadelphia, Penn. R. R., 10:50 a. m.

Arrive in Philadelphia, B. & O. R. R., 11:10 a. m.

Arrive in New York, Penn. R. R., 1:10 p. m.

Arrive in New York, B. & O. R. R., 3:00 p. m.

SOUTHBOUND.

Lv. New York, Penn. R. R., 12:00 p. m.

Lv. New York, B. & O. R. R., 1:00 p. m.

Lv. Philadelphia, Penn. R. R., 2:55 p. m.

Lv. Phila., B. & O. R. R., 2:08 p. m.

Lv. Washington, Penn. R. R., 6:10 p. m.

Lv. Wash., B. & O. R. R., 6:50 p. m.

Lv. Washington, 6:30 p. m.

Lv. Old Point Comfort, 7:00 a. m.

Ar. Norfolk, 8:00 a. m.

Ar. Portsmouth, 8:30 a. m.

*Daily. **Daily except Sunday.

The trip down the historic Potomac River and Chesapeake Bay on the elegant steamers of this company is unsurpassed. The steamers are comparatively new, having been built in 1891, and are fitted up in the most luxuriant manner, with electric lights, call bells and steam heat in each room. The tables are supplied with every delicacy of the season from the markets of Washington and Norfolk. For tickets, reservation of staterooms, and further information, apply to J. J. CALLAHAN, Agent, Norfolk, Va.

Clyde Steamship Co.

Steamers to Philadelphia

MONDAY, THURSDAY and SATURDAY.

Sailing from Philadelphia, Tuesday, Thursday and Saturday.

Freight received and delivered daily at C. & O. Pier No. 6, Office River Road.

JAS. W. McCARRICK,
Gen. Southern Agent

CLYDE STEAMSHIP CO.,
12 South Delaware Avenue,
Philadelphia, Pa.

**Pure Whiskies,
Wines and
Liquors**

In bulk for family use or on tap. Always carries in stock the best the market affords.

**John E. Mugler's
Cafe**

2312 WASH. AVE.

Bell Phone 67.

FAST LINE TO Exposition

Steamers

"GEN. LEE" & "GEN. PUTNAM"

LEAVE PIER A, FOOT 25th ST. ALL WATER ROUTE PASSING THE GREAT C. & O. COAL PIERS AND BATTLESHIPS LYING IN HAMPTON ROADS.

Lv Newport News Pier A	Lv Pine Beach Pier
6:30 A.M.	7:30 A.M.
7:30 A.M.	8:30 A.M.
8:30 A.M.	9:30 A.M.
9:30 A.M.	10:30 A.M.
10:30 A.M.	11:15 A.M.
11:15 A.M.	12:15 P.M.
12:00 M.	1:00 P.M.
1:00 P.M.	2:00 P.M.
2:00 P.M.	3:00 P.M.
3:00 P.M.	4:00 P.M.
4:00 P.M.	5:00 P.M.
5:00 P.M.	6:00 P.M.
6:00 P.M.	7:00 P.M.
7:00 P.M.	8:00 P.M.
8:00 P.M.	9:00 P.M.
9:00 P.M.	10:00 P.M.
10:00 P.M.	11:00 P.M.
10:45 P.M.	11:45 P.M.

FARE: 10 Cents. ROUND TRIP: 15 Cents.

B. F. M'ORNEY, Gen'l Mgr.

DELIGHTFUL DAYLIGHT TRIPS

ON CHESAPEAKE BAY TO

BALTIMORE

\$2.00 ONE WAY. - \$3.50 ROUND TRIP

OLD BAY LINE, CHESAPEAKE LINE,

From Foot of Main St., From Foot of Jackson St.,

Tuesdays, Thursdays, Saturdays. Mondays, Wednesdays, Fridays.

Lv. Norfolk, 7:30 a. m.

Lv. Old Point, 8:30 a. m.

Ar. Baltimore, 7:30 p. m.

For particulars apply to

J. N. SMITH, Union Ticket Office, Hotel Chamberlin, Old Point.

Schmelz Brothers Bankers

SECURE

The Strongest Bank in the City

CONFIDENCE

Confidence is the foundation on which the whole business structure is built, and that confidence to be lasting must rest on STRENGTH, ABILITY, COURTESY AND LIBERALITY.

Citizens and Marine Bank

proud of the confidence reposed in it by the public, will always strive to strengthen that confidence by fair dealing and consideration for its patrons.

YOU ARE INVITED TO BECOME ONE

W. A. POST, President. J. A. WILLETT, Cashier.